Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-16. (Canceled)

17. (Currently Amended) A method for producing ~~a weakening zone on~~ a component for deployment of an airbag device, the method comprising:

providing a textile surface structure for the component; and

introducing a plurality of holes into threads of the textile surface structure to define [[the]] a weakening zone on the component,

wherein spacing from hole center to hole center of adjacent holes in the textile surface structure differs from spacing from thread center to thread center of adjacent threads, and

wherein the spacing from hole center to hole center of adjacent holes is 0.6 to 0.75 times the spacing from thread center to thread center of adjacent threads.

18. (Previously Presented) The method of claim 17 wherein the step of introducing the plurality of holes comprises partially removing textile material with a laser.

19. (Previously Presented) The method of claim 17 wherein the holes in the threads of the textile surface structure include an entry opening having a first dimension and an exit opening having a second dimension smaller than the first dimension.

20. (Previously Presented) The method of claim 17 wherein the textile surface structure is a fabric.

21-22. (Canceled)

23. (Previously Presented) The method of claim 17 wherein the holes are at least partly formed as perforations disposed in a linear arrangement.

24. (Previously Presented) The method of claim 17 wherein the holes are introduced at an angle with respect to a surface of the textile surface structure.

25. (Previously Presented) The method of claim 24 wherein the angle is between about 20 degrees and 45 degrees.

26. (Previously Presented) The method of claim 25 wherein the angle is about 30 degrees.

27. (Previously Presented) The method of claim 17 wherein the component is a vehicle interior component.

28. (Previously Presented) The method of claim 27 wherein the vehicle interior component is for a vehicle seat.

29. (Previously Presented) The method of claim 17 wherein the component is for an item of clothing with an integrated airbag for a motorcyclist.

30. (Currently Amended) A method for producing a vehicle component having an airbag exit flap, the method comprising:

providing a foam layer and a textile surface structure;

introducing a plurality of holes into the foam layer by applying laser treatment; and

introducing a plurality of holes into threads of the textile surface structure by applying laser treatment to define a weakening zone on the component,

wherein spacing from hole center to hole center of adjacent holes in the textile surface structure differs from spacing from thread center to thread center of adjacent threads, and

wherein the spacing from hole center to hole center of adjacent holes is 0.6 to 0.75 times the spacing from thread center to thread center of adjacent threads.

31. (Previously Presented) The method of claim 30 wherein introducing the plurality of holes into the foam layer occurs before introducing the plurality of holes into the threads of the textile surface structure.

32. (Previously Presented) The method of claim 30 further comprising providing a supporting element and joining the foam layer and the textile surface structure to the supporting element.

33. (Previously Presented) The method of claim 32 further comprising introducing a weakening zone to the supporting element before joining the foam layer and the textile surface structure to the supporting element.

34. (Previously Presented) The method of claim 32 further comprising introducing a weakening zone to the supporting element after joining the foam layer and the textile surface structure to the supporting element.

35. (Currently Amended) A method for producing a vehicle trim component having an airbag exit flap, the method comprising:

providing a foam layer, a textile surface structure, and a supporting element;

introducing a plurality of holes to the supporting element;

joining the foam layer to the textile surface structure;

introducing a plurality of holes to the foam layer by applying laser treatment, then;

introducing a plurality of holes to threads of the textile surface structure by applying laser treatment to define a weakening zone on the component; and

laminating the foam layer and the textile surface structure to the supporting element so that the holes in the foam layer, textile surface structure, and supporting element substantially coincide,

wherein spacing from hole center to hole center of adjacent holes in the textile ~~texture~~ surface structure differs from spacing from thread center to thread center of adjacent threads, and

wherein the spacing from hole center to hole center of adjacent holes is 0.6 to 0.75 times the spacing from thread center to thread center of adjacent threads.

36. (Previously Presented) The method of claim 35 further comprising introducing a weakening zone to the supporting element before joining the foam layer and the textile surface structure to the supporting element.

37. (Previously Presented) The method of claim 35 further comprising introducing a weakening zone to the supporting element after joining the foam layer and the textile surface structure to the supporting element.

38. (Previously Presented) The method of claim 35 wherein the weakening zone in the supporting element is produced by local material removal by a laser.

39. (Currently Amended) A method for producing ~~a weakening zone on~~ a component for deployment of an airbag device, the method comprising:

providing a textile surface structure for the component; and

introducing a plurality of holes into threads of the textile surface structure to define [[the]] a weakening zone on the component,

wherein spacing from hole center to hole center of adjacent holes in the textile surface structure differs from spacing from thread center to thread center of adjacent threads,

wherein the holes are introduced at an angle with respect to a surface of the textile surface structure, and

wherein the angle is between about 20 degrees and 45 degrees.

40. (Previously Presented) The method of claim 39, wherein the angle is about 30 degrees.